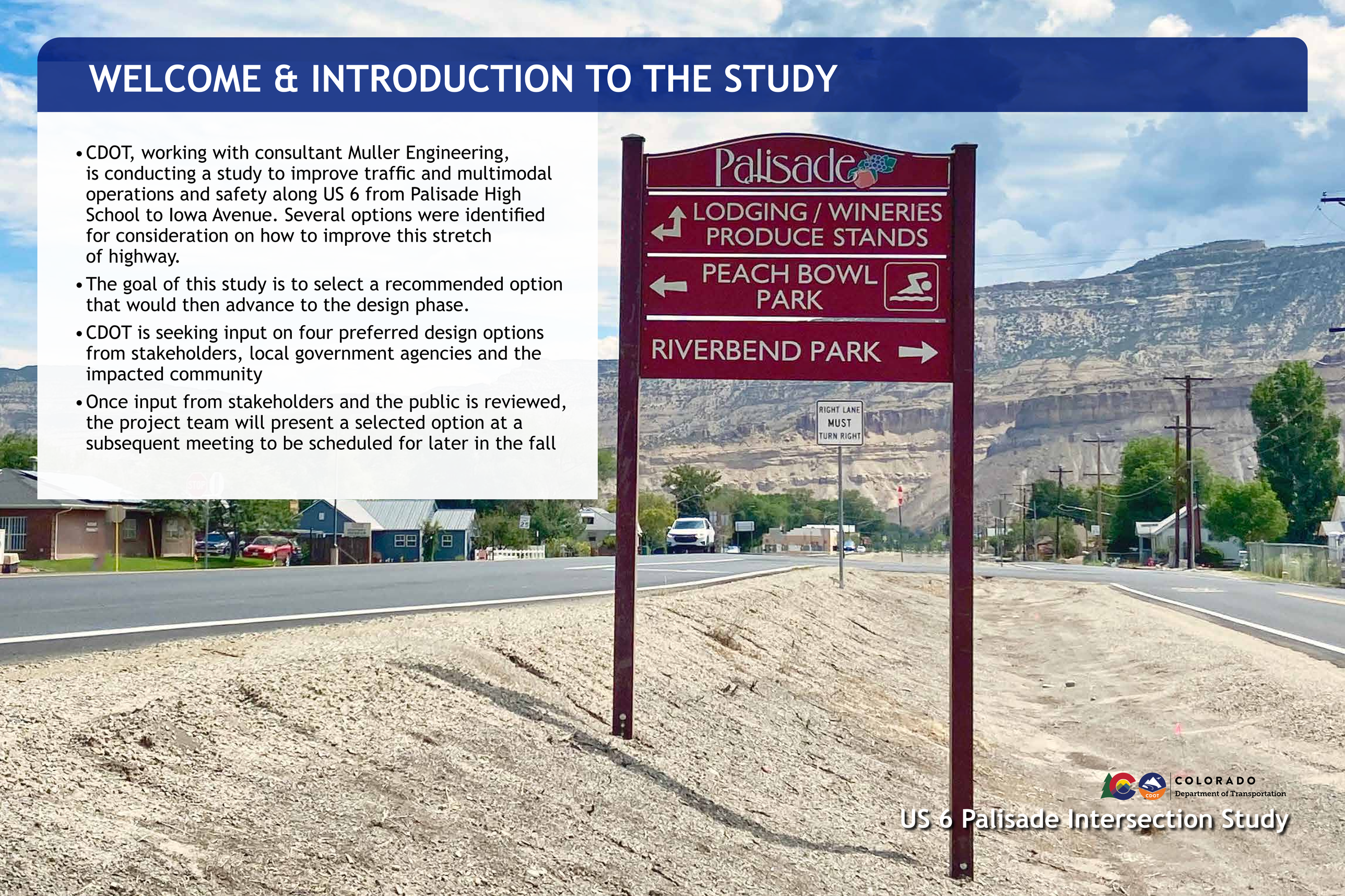
WELCOME & INTRODUCTION TO THE STUDY

- CDOT, working with consultant Muller Engineering, is conducting a study to improve traffic and multimodal operations and safety along US 6 from Palisade High School to Iowa Avenue. Several options were identified for consideration on how to improve this stretch of highway.
- The goal of this study is to select a recommended option that would then advance to the design phase.
- CDOT is seeking input on four preferred design options from stakeholders, local government agencies and the impacted community
- Once input from stakeholders and the public is reviewed, the project team will present a selected option at a subsequent meeting to be scheduled for later in the fall



COLORADO
Department of Transportation

US 6 Palisade Intersection Study

WELCOME & INTRODUCTION TO THE STUDY

Several challenges along the corridor were identified and taken into consideration as part of these recommended options, they include:

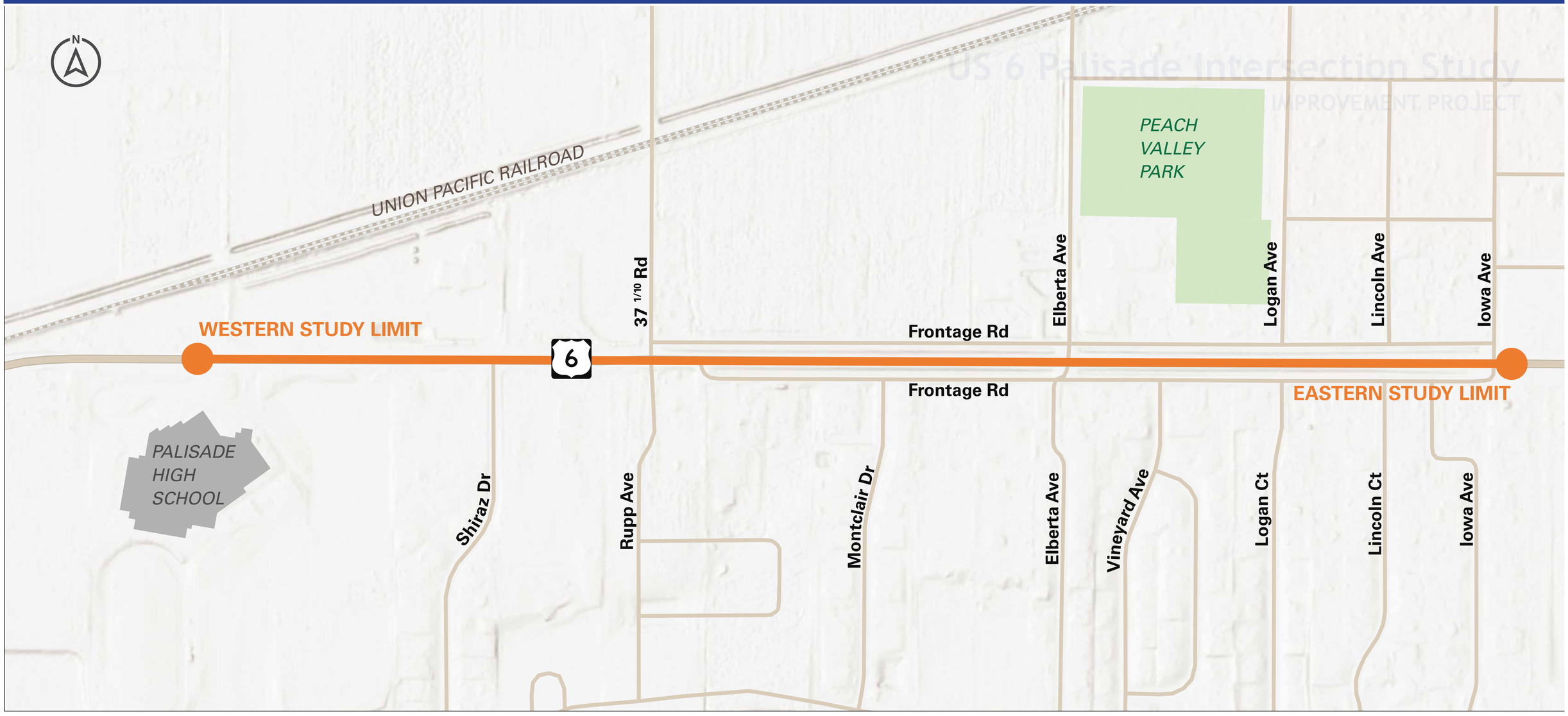
- Continuity with Palisade's sidewalk improvement project
- Drivers going the wrong way on 37 1/10 Road in order to access the south frontage road
- The offset intersection configuration at Elberta Avenue and Iowa Avenue
- Safety and operational concerns with the existing configuration of US 6 and the frontage road intersections at 37 1/10 Road, Elberta Avenue, and Iowa Avenue due to their close proximity to each other
- Lack of multimodal connections

COLORADO
Department of Transportation

US 6 Palisade Intersection Study

TIMELINE AND MAP OF STUDY AREA

COLORADO
Department of Transportation



MAY
US Highway 6 Intersection study kickoff.

JUNE-AUGUST
Data collection, analysis, options development.

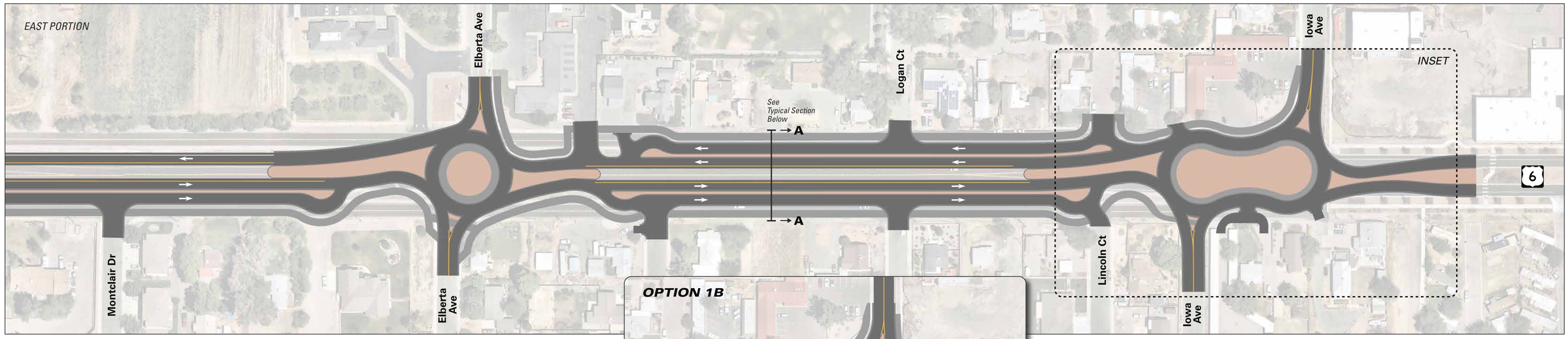
AUGUST 25
Listening Session Palisade Community Center

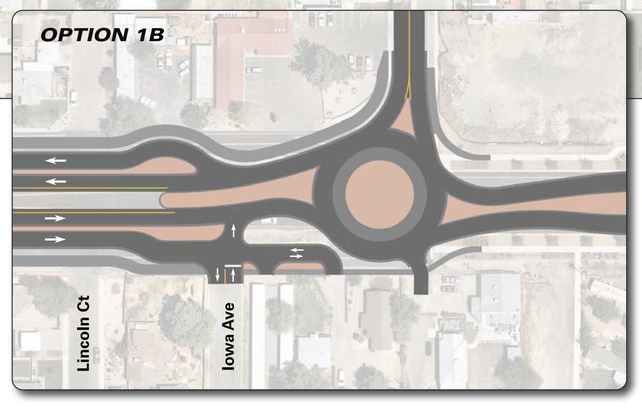
SEPTEMBER-OCTOBER
Options evaluation and comment period.

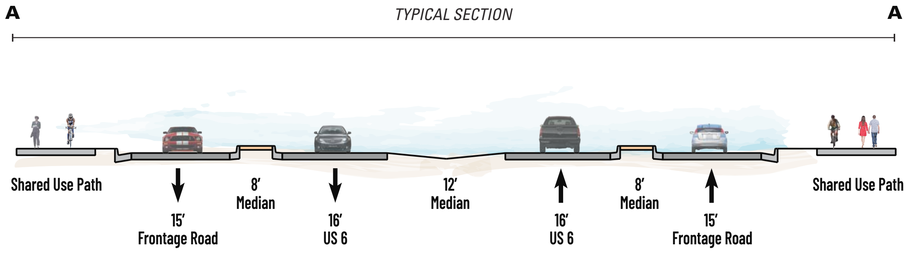
NOVEMBER 2022
Recommend option and final public meeting.

Spring 2025 — Shovel Ready Pending Construction Funding

OPTION 1 | Three Roundabouts, with One-Way Frontage Roads—Wide Median



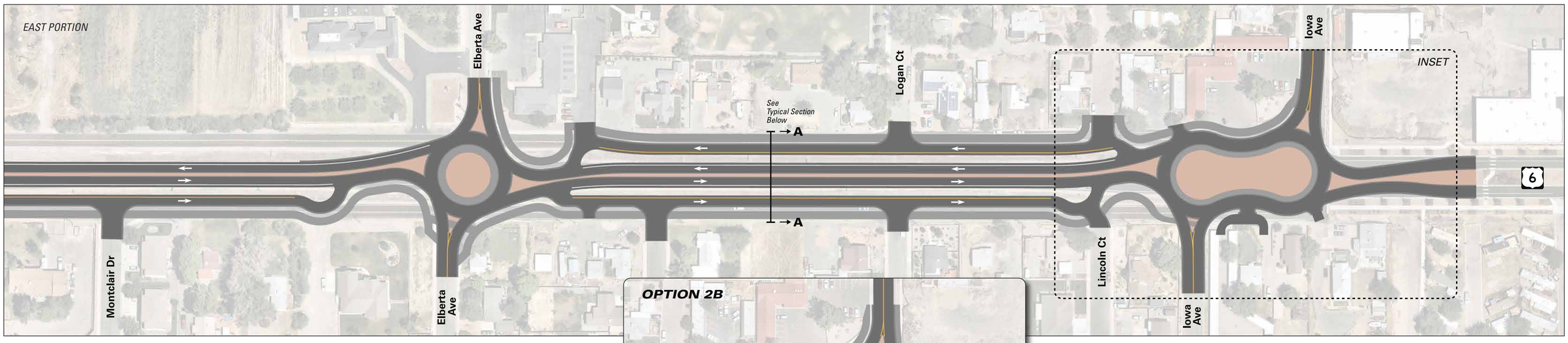


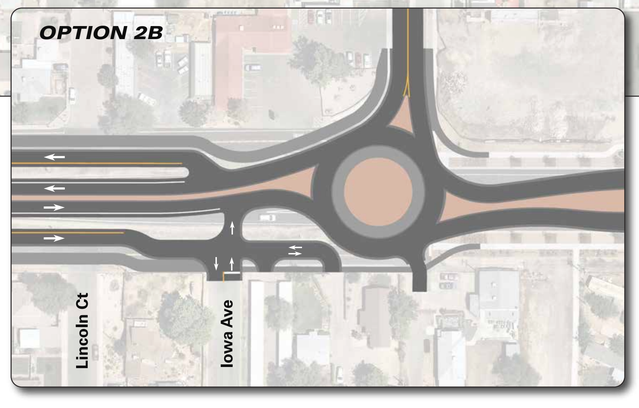


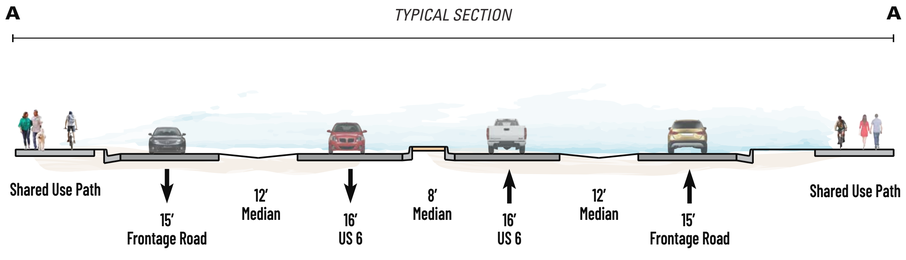
COLORADO Department of Transportation

US 6 Palisade Intersection Study

OPTION 2 | Three Roundabouts, with One-Way Frontage Roads—Narrow Median



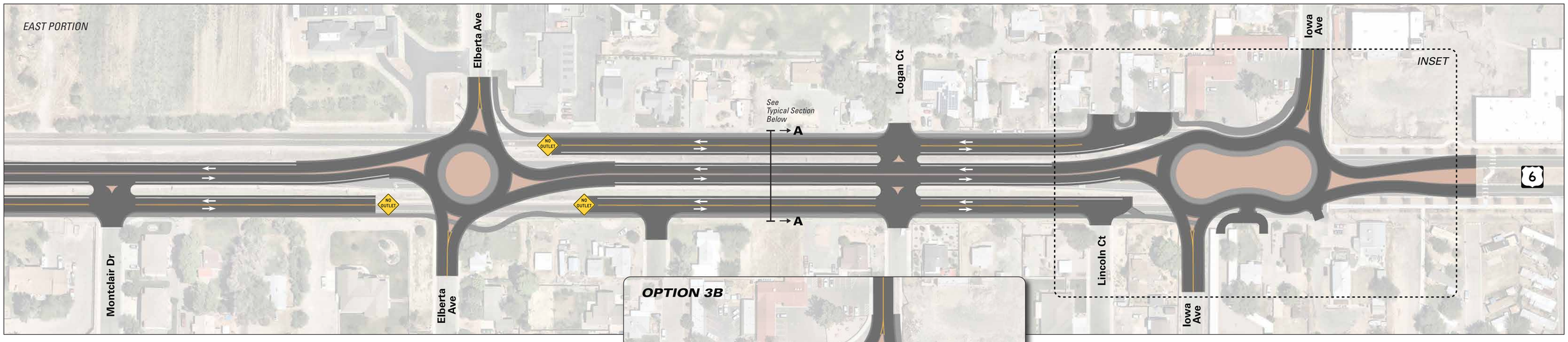


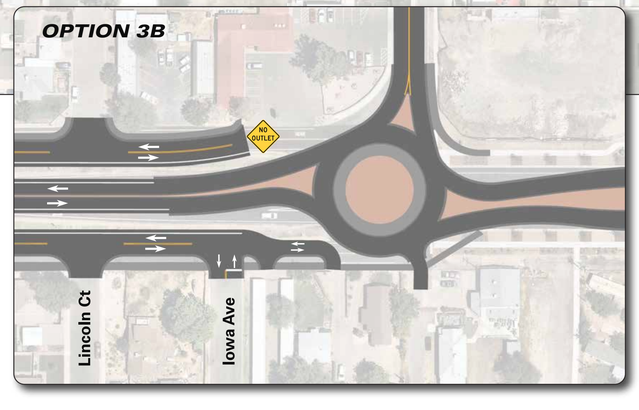


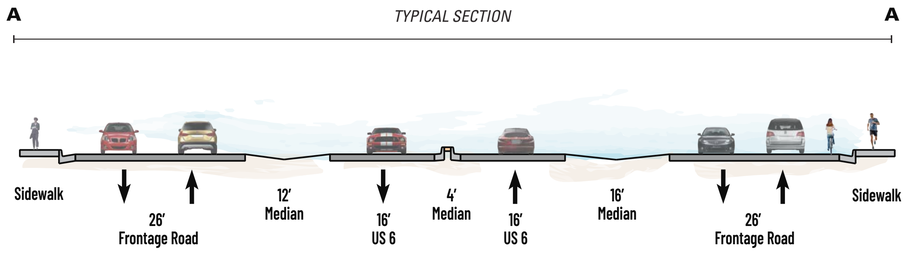
COLORADO Department of Transportation

US 6 Palisade Intersection Study

OPTION 3 | Three Roundabouts, with Two-Way Frontage Roads with Right-In, Right-Out Access to US 6



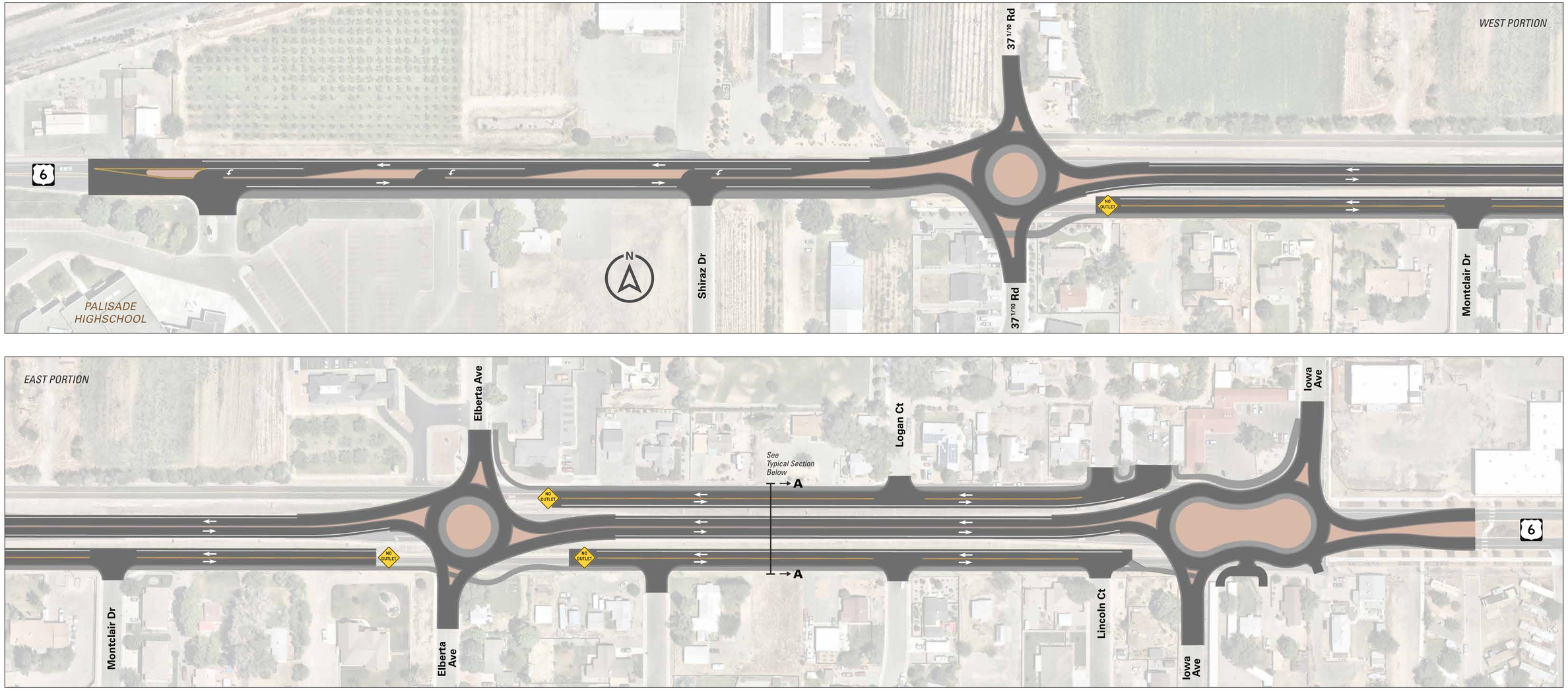


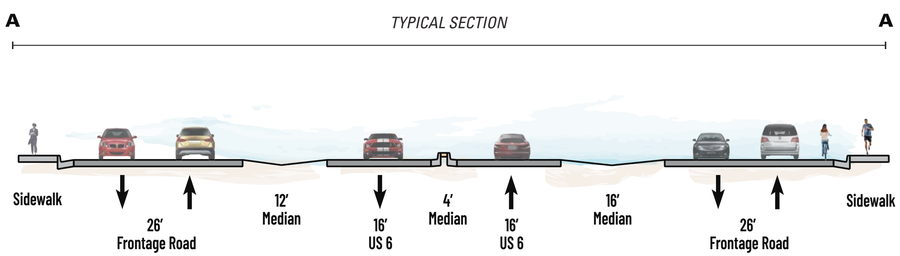


COLORADO Department of Transportation

US 6 Palisade Intersection Study

OPTION 4 | Three Roundabouts with Locally Connected Two-way Frontage Roads





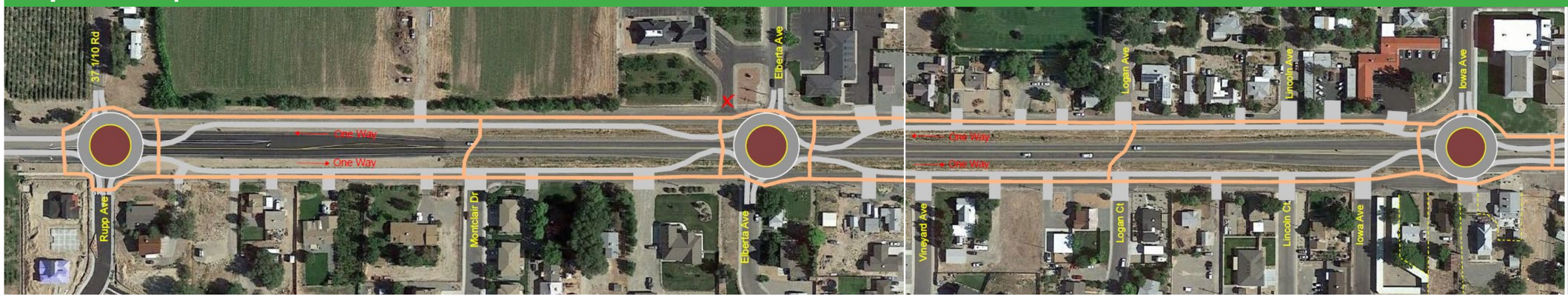
COLORADO Department of Transportation

US 6 Palisade Intersection Study

Eliminated Options

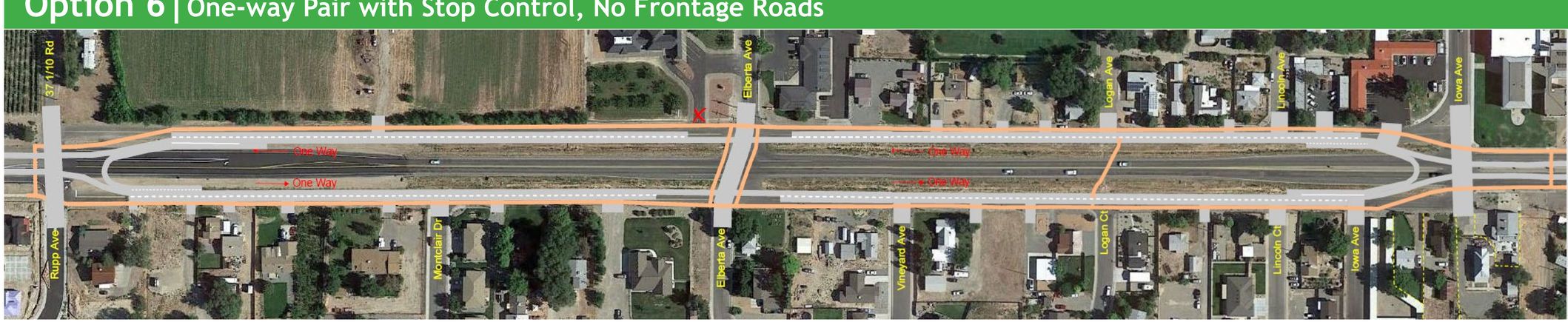
These options were eliminated from consideration due to a variety of concerns including: right-of-way acquisition, poor operation, and safety.

Option 5 | Three Roundabouts, No Frontage Roads



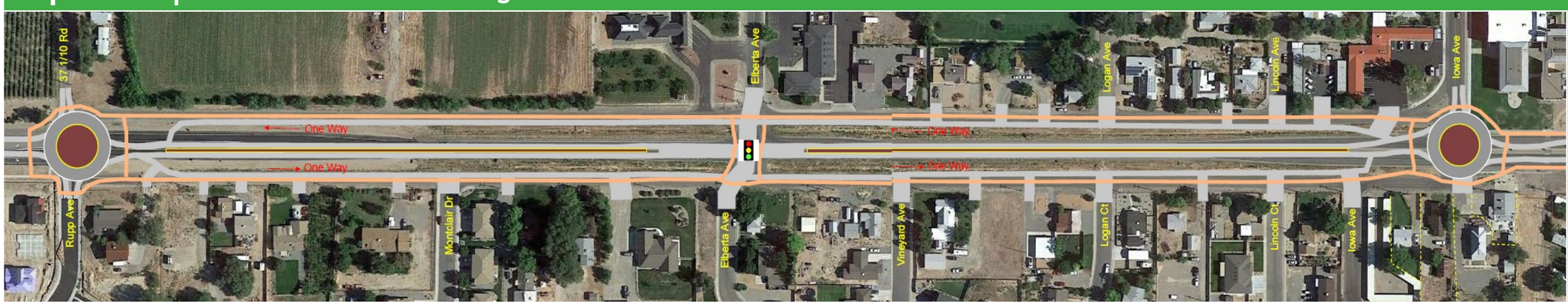
Eliminated in first tier of screening — Does not effectively manage the multiple private access points to US 6, concern with backing onto US 6 from driveways.

Option 6 | One-way Pair with Stop Control, No Frontage Roads



Eliminated in first tier of screening — Does not effectively manage the multiple private access points to US 6.
Stop sign control is not desired.

Option 7 | Two Roundabouts with Signal at Elberta Ave.



Eliminated in first tier of screening — A traffic signal is not warranted and does not provide the same safety benefits as roundabouts.

How to connect to US 6 Palisade Intersection Study

Scan QR Code

Hotline: 970-697-7130

Email: US6PalisadeIntersections@gmail.com

WHY ROUNDABOUTS?

Improve Safety

The Federal Highway Administration (FHWA) has identified roundabouts as a Proven Safety Counter measure because of their ability to substantially reduce the types of crashes that result in injury or loss of life with a 35% reduction in total crashes.*

Reduce Congestion

+ Roundabouts typically have less delay
+ Efficient during peak hours and other times
+ With fewer stops and hard accelerations there is less idling reducing pollution and fuel use

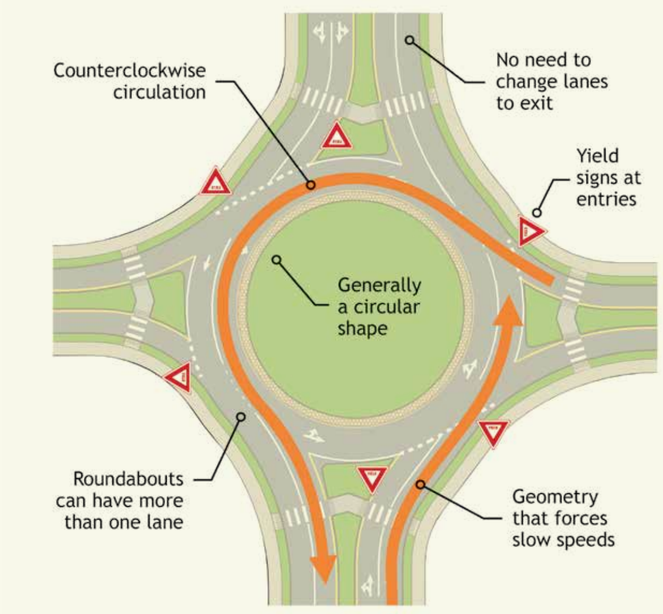
Save Money

+ Roundabouts often require no signal equipment to install, power, and maintain
+ Usually require less Right-of-Way than traditional intersections
+ Often less pavement needed

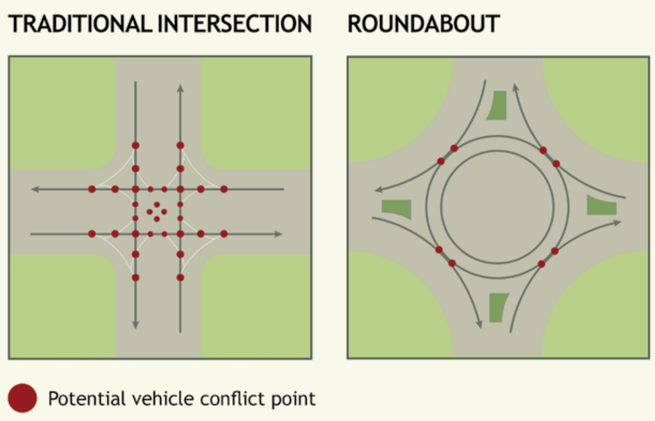
** Reported in the 2007 NCHRP Report 572: Roundabouts in the United States, National Cooperative Highway Research Program*

How does traffic flow work in a roundabout?

Continuous Traffic flow

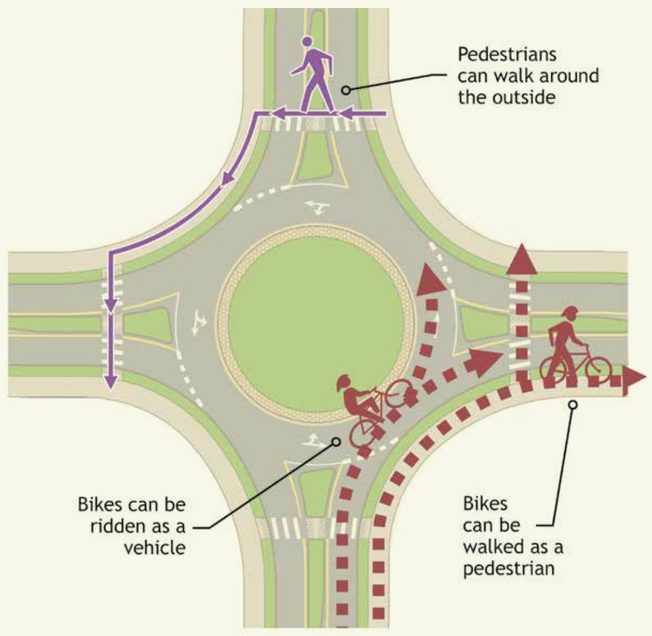


Reduced Conflict Points



With roundabouts, head-on and high-speed right angle collisions are virtually eliminated

Integrated Walking & Biking



SUCCESSFUL EXAMPLES OF CDOT AREA ROUNDABOUTS

I-70 and Horizon Drive

+ Gateway to area business district
+ Improved interchange operations
+ Artwork increases aesthetics
+ Pedestrian mobility

I-70 and 24 Road

+ Gateway to Mesa Mall
+ Improved interchange operations
+ Artwork increases aesthetics
+ Pedestrian mobility

CO HWY 340 & Redlands PKWY

+ High commuter vehicle traffic area during peak travel times
+ Roundabout functions more efficiently and safely

COLORADO
Department of Transportation

US 6 Palisade Intersection Study